and the factory industries people could be brought together and some means could be devised whereby this cut-throat competition could be reduced to some extent. As a matter of fact, the manufacturers of coir mats and matting at Alleppey have been trying to evolve a scheme which will be satisfactory both to capital and labour and both to foreign and Indian capital. It is somewhat discouraging to find that even among capitalists they have not been able to come to some sort of understanding.

MR. P. S. MUHAMMED: I withdraw the motion.

The motion was, by leave, withdrawn.

Motions Nos. 576 to 586.

The following motions were not moved, the time allotted for the demand having expired.

MR. M. L. JANARDANA PILLAI:

576. To reduce the allotment of Rs. 10,000 for Rubber Factory by Re. 1.

MR. M. L. JANARDANA PILLAI:

577. To reduce the allotment of Rs. 10,000 for Rubber Factory by Re. 1.

MR. J. W. TOLSON:

578. To reduce the allotment of Rs. 2,040 for Administration of Labour Laws by Re 1.

MR. M. L. JANARDANA PILLAI:

579. To reduce the allotment of Rs. 1,06,636 for Industries by Re. 1.

MR. M. L. JANARDANA PILLAI:

580. To reduce the allotment of Rs. 1,06,636 for Industries by Re. 1.

MR. K. NARAYANAPERUMAL NADAR:

581. To reduce the allotment of Rs. 1,06,636 for Industries by Re. 1.

MR. P. S. MUHAMMED:

582. To reduce the allotment of Rs. 1,06,636 for Industries by Rs. 10.

MR. P. V. MATHAI CHEMPARATHY:

583. To reduce the allotment of Rs. 1,06,636 for Industries by Re. 1.

MR. P. V. MATHAI CHEMPARATHY:

584. To reduce the allotment of Rs. 1,06,636 for Industries by Re. 1.

MR. K. KUNJU PANICKAR:

585. To reduce the allotment of Rs. 18,000 for salary and travelling allowances of expert and office staff by Re. 1

MR. P. SIVARAMA PILLAI:

586. To reduce the total allotment of Rs. 2, 78,636 under Demand XV by Rs. 1,100

The question that Government be granted a sum of Rs. 2,78,636 under Demand XV—Industries including Clay Refining and Porcelain Factory was put and carried. The grant was made.

DEMAND XVI—COMMERCIAL TRANSPORT—Rs. 11,81,250.

MR. E. G. SALTER: Sir, I rise to move for a grant not exceeding Rs. 11,81,250 under Demand XVI—Commercial Transport.

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Motion No. 587.

MR. C. JEBAMONY NADAR: Sir, I rise to move to reduce the allotment of Rs. 3,600 for Engineer Assistant, Secretary and Office Manager by Re. 1 to urge upon the Government the desirability of abolishing the existing rule as to standing accommodation in passenger buses.

MR. PUTHUPALLY S KRISHNA PILLAI: I rise to a point of order. These officers out of whose salary 1 rupee is sought to be reduced have nothing to do with the standing accommodation in passenger buses. That is a matter which will come up only in the total grant.

MR. C. JEBAMONY NADAR: The pay of the Office Manager also is included there and he has some responsibility in framing rules.

PRESIDENT: I am afraid I must uphold the point of order. When the motion relating to the total grant comes up the honourable member can speak on this matter.

Motion No 588.

MR. K. NARAYANAPERUMAL NADAR: Sir, I move to reduce the allotment of Rs. 2,500 for travelling allowance by Re. 1 to speak of overloading in the buses. Overloading in the buses is an offence under the Motor Vehicles Regulation but overloading in the transport buses has never been brought to the notice of the authorities by the officers of the Police Department. In the pre-transport service days, if there was overloading even by one man in the Pioneer bus, it was brought to the notice of the authorities concerned and the driver and conductor were taken to a court of law and either or both of them were punished. Moreover they were also departmentally punished. In the present case, however, I do not think there is even a single instance in which a conductor or a driver has been charged for overloading. There are 3 causes for overloading. The first is the paucity of buses. I have referred to that on various occasions and therefore I do not deal with that point now. The second is that some buses actually lie on the road. On the Cape Comorin-Nagercoil road certain old transport buses have been actually lying not only for 2 or 3 hours but they have been lying for 12 hours and even for 24 hours sometimes. I do not know the reason for that but that has actually happened not only on the Cape Comorin-Nagercoil road but also on the Nagercoil-Trivandrum road. The third reason is that there is a covenant between the Government and Mr. Salter under which the latter gets 5 per cent. of the proceeds if they exceed a certain percentage of the capital outlay. Therefore, it is the duty of Mr. Salter to see that the service is run on a commercial line and that he gets his 5 per cent. of the proceeds and so he does not care much for the welfare of the travelling public. All that he cares is only for the enhancement of the revenue. I use to travel often from Kottar to Nagercoil, a distance of one mile. Invariably I used to stand in the bus. Many people used to tell me—"why not you represent the matter in the Assembly and point out the defects in the Transport service?" It is for that reason that I have brought this cut motion.

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Two months back, a Brahmin District Court Vakil and myself happened to travel from Nagercoil to Thuckalay. The District Court Vakil is almost a leader of the Bar and he had to stand all the way from Nagercoil. Somehow I managed to get a seat. It is a known fact that there is overcrowding in the bus. But, recently some 15 to 20 buses have been purchased from the Pioneer Company and added on to the Transport Service and to the extent of that, over-crowding has minimised. I cannot say that overcrowding has completely disappeared. To the extent there is over crowding, there is some sort of dis comfort to the travelling public. I hope it will engage the attention of Government and Mr. Salter.

On a previous occasion I wrote a complaint about the overloading in a bus that was serving in the Nagercoil Cape line. Unfortunately no reply was received by me. Perhaps the head of that department Mr. Salter had not even the courtesy to reply to that. With these few words, I move the motion for the consideration and acceptance of the House.

MR. C. JABAMONY NADAR: Sir, I have to bring to the notice of the House, only one aspect of the matter, in connection with this motion and that is with regard to the provision relating to "standing accommodation." In town buses, we find inscribed 21 sitting and 4 standing and in the other line buses, it is "23 sitting and 7 standing." The latter rule, *viz.* "7 standing" is applicable to all buses plying between Trivandrum and Nagercoil and Trivandrum and Quilon. So I see, overloading is allowed for short as well as long distances. But it is noteworthy that in short distance travel, less number of people are allowed to stand. The principle underlying this difference is not clear. But in long distance travel, taking nearly 3 hours the standing passengers do experience great inconvenience cannot be disputed. Probably the Government and the head of the department Mr. Salter are not aware of the fact that this practice leads to sentimental objections also. I will just illustrate the position. Take the case of buses in which seats are arranged breadthwise. Each seat could accommodate two individuals. Suppose both the seats on the same line are occupied by ladies. The intermediate space is only about a foot and that is to be used by standing passengers and that becomes a matter of legal right because the rules authorise the same. For the sake of decency, some men may avoid standing between those seats. But there might be others who might think that they can with impunity occupy the limited space between the seats occupied by ladies. Such acts must necessarily cause annoyance to the ladies and others. Even though such practice might be obtaining in European or cold countries that cannot be accepted here. It is causing great inconvenience to the travelling public and offends very often their sentiments.

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[Mr. C. Jebamony Nadar.]

There is another aspect to be considered. It is said that buses start from Nagercoil or Trivandrum once in every twenty minutes. There is no rival company. There is no competition. Therefore the question of standing accommodation cannot be justified even on a commercial view. There are people who come from Tinnevelly and other parts to Travancore. They might take their ladies with them. Now-a-days even those who follow the Gosha system have begun to travel in public conveyances. Public expect every possible convenience and comfort in matters such as travelling. The present transport system no doubt has certain advantages. The Government have said that it is their duty to take up and maintain a State transport system. Consistent with this, why should not Government see that no inconvenience is caused to passengers? So far as I could see, there is no justification for the standing accommodation and which in any view amounts to a scandal and nuisance. Just imagine the case of an old man of the age of 80 or more who gets into a State bus. If he has to stand all the way from Nagercoil to Trivandrum, he will certainly feel what it is. Rules of cleanliness cannot be insisted on nor is it possible in a country like ours, to expect that every traveller would be neatly attired. If Government are to respect hygenic principles this is another reason against standing accommodation in transport buses owned by the Government.

PRESIDENT: What is the interval allowed between one bus and another when starting from Nagercoil?

MR. E. G. SALTER: Once in 20 minutes a bus leaves Nagercoil to Trivandrum.

MR. C. JABAMONY NADAR: Over and above the prescribed full load of sitting and standing passengers, namely, 30, certain conductors, without the least regard for the convenience of the people, who travel, take in every man available and fill every available space in the bus so as even to affect breathing. It may happen that the passenger who stands near the entrance may be an old man.

PRESIDENT: That old man can prefer to wait for the next 20 minutes when he can get the next bus. He must decide between the two alternatives, either standing or waiting for 20 minutes.

MR. C. JABAMONY NADAR: The conductor, thus brings about a position involving the risk of falling down, apart from the other inconvenience of standing for full 3 hours. Sometimes the buses experience violent shakes. Even within the bus, unless one has the support of his neighbours who are sitting, it is not possible to stand safely. My surprise is that this provision for standing is painted at the back side of the bus, on a prominent place. I hope that at least that painting must be removed. There are special occasions when there will be rush of passengers when overload may be tolerated but not always and yet to paint this provision, namely, "7 standing" in a State bus is certainly no credit to the Government. With these words I support the motion.

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MR. T. C. KESAVA PILLAI: In supporting of the motion I wish to offer a few remarks in regard to the administration of the transport service. There was a bit of exaggeration in the remarks that fell from my predecessors. That might have been done with the best of intentions and not to attribute any motives. I am one of those who frequently travel in the transport service from Trivandrum. There is provision for very comfortable accommodation in transport buses. Whether you travel for long distances or short distances, from my experience, I can say that no discomfort is caused to the travelling public. Moreover, there is proper management of the service by respectable and educated men. The conductors in the buses often-times stand for a distance of 20 to 30 miles and thus oblige to the convenience of the passengers. There is another point which I wish to say in this connection. In important stations such as Neyyattinkara and Kuzhithura, the buses are allowed to halt for 5 minutes. The speed of the bus is not properly regulated.

PRESIDENT: Are there any time limits for halting in important stations?

MR. E. G. SALTER: In important places the bus is allowed some time for halt.

MR. T. C. KESAVA PILLAI: Whatever may be the inconvenience caused from the standpoint of Mr. Nadar I wish to submit that in my travels I have not experienced any discomfort. Notwithstanding the overloading in the bus, I find it extremely comfortable to travel in the transport bus. I was also one who entertained some antipathy for transport service at its beginning. Now, on account of the comfort in travel as well as cheapness of the system, I have to request Government that transport service may be run even on smaller distances. I want to bring to the notice of the Superintendent that the fare between Kuzithurai and Neyyattinkara is chs. 7 and it is too much. The charge to small distances less than one mile is chs. 2 near Kuzhithurai. I hope the rates would be revised by the Superintendent. With these remarks I resume my seat.

MR. P. KUNJUKRISHNAN: Sir, I also rise to support the motion. In regard to the big bus which was first introduced, we feel so much heat, inside the bus especially in seats nearer the machine and there is also much noise, shake and smoke. I think all this is due to the nature of the machine. With regard to the body, it is alright. When the bus stops especially there is much shake and intense smoke. In the bus that is just introduced, there is nothing of the kind. There is no heat, or smoke, or noise or shake. This newly introduced bus is much more comfortable for travel. If the machines which have been introduced now or adjusted with the bodies of the former buses, I think that will give more comfort and convenience for the travelling public.

With regard to over-loading, that subject has been dealt with in detail here by members who have had experience of that on several occasions. There is a lot of difficulty caused on that score. I must

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[Mr. P. Kunjukrishnan]

also suggest that on account of the seating arrangements in the former buses there is trouble due to bugs. Another aspect I wish to point out is that it will be more convenient to have two outlets in the saloon body from the point of view of passengers' convenience. I put this as a suggestion for the consideration of the Superintendent. Exit and entry through one opening in the bus causes great inconvenience to the lady passengers in particular and that has to be avoided.

With regard to appointments in the Transport Department, it was answered this morning that the Transport Department is run on a commercial basis and as such Government, at present, have no hand in the matter of appointments, in that branch. I may submit that since the department engages a number of educated young men, the question of giving adequate representation to un-represented communities may be taken into consideration by the Head of the Department and by Government as well.

Sir, I also support the motion. I beg to submit in this connection that the Government transport system had been found to be of great convenience to all. Therefore I would emphasise that that system should at least be introduced on all trunk roads as early as possible. Those who come from the northernmost limits of Travancore and from central parts of it, are put to much inconvenience on account of private bus owners resorting to all sorts of inconvenient methods, soley with a view to get profit and profit alone. With the particular object of emphasising the necessity of extending transport service to northern taluks, I support the motion.

MR. E. G. SALTER: Sir, I have listened with considerable interest to the suggestions, comments and criticisms levelled by certain hon'ble members of this House. In regard to the allegations of overloading in buses, I may take this opportunity of explaining to the House that the large buses are of three ton capacity. They could accommodate 50 passengers very conveniently and that could not be characterised as overloading. I am not putting this forward as a suggestion that this may not detract from the comfort of the passengers. I really wish to bring to the notice of the House that it is not possible to overload the large buses in any sense of the term. Nothing short of removing the seats and packing the passengers like Saidans in a Vim would result in overloading. The only rules under the motor Vehicles Regulation, which defines the capacity of a passenger transport vehicle is under the conditions attached to permits, but the number of passengers who may be carried on any particular vehicle is not defined.

PRESIDENT: What the honourable members mean is not overloading in the engineering sense but overcrowding in the popular sense.

MR. E. G. SALTER: In regard to the overcrowding of passengers, may I remind the hon'ble members that the construction of the vehicles employed by this department with the exception of those which have been recently purchased from the Pioneer company is known as saloon

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type. Everybody will be aware of the two rows of seats and the gangway in the middle. There is every convenience for seated passengers and the objection to those who stand is a matter of personal consideration only. From the point of view of safety no argument could be raised that the standing passengers are a menace to the safety of the seated passengers, or to themselves. The construction is such, that both the seated as well as the standing passengers are equally safe, an arrangement which could not be advanced in regard to the country type of buses.

Reference was made in regard to the alleged paucity of buses in the Nagercoil-Cape line. By paucity of buses I conclude that the honourable member means that the service in final is too great to the service frequency and too little. If it is the member's point that more services should be instituted I can understand such a proposition, but I have before me an analysis of loadings of the transport service between Nagercoil and the Cape, in respect of the passenger traffic for the first week of Karkatakam 1114. This indicates that there is every justification for a reduction rather than an increase of service on that rate. I would inform the honourable members that the receipts per mile averages 5 chuckrams, which at half a chuckram per mile - indicates an average of 10 passengers per mile. As the present service running in that line is operated by buses each of which can accommodate 23 passengers. I do not think there is any scope for complaint.

The honourable member referred to over-crowding in the Cape line between Nagercoil and Kottar. The fare is 1 chuckram over that section. I am ready to concede that there are occasions at unexpected hours of the day and on certain days when inadequacy of bus service is noted. The frequency of service on that section is one bus every 15 minutes. Generally people walk the distance and save their one chuckram rather than avail themselves of the bus service.

The House adjourned for lunch at 1 P. M.

The House reassembled at 2 P. M.

NEW MEMBER.

Mr. K. Madhava Kurup Director of Registration took the oath and signed the Rolls.

MR. E. G. SALTER: Sir, I was dealing with the allegation of inadequacy on the section of the Nagercoil—Cape Comorin line. I would explain to the honourable members of this House that a section exists in the Transport Department known as the Development Section which prepares statistics of passenger loading from day to day with a view to Time Table modification to suit the demands of the public. As an example, peak traffic such as that existing during the School hours in the Trivandrum town is dealt with by adjustment of time table. In so far as the Nagercoil—Cape Comorin route is concerned, no regular peaking is apparent, although I am ready to concede that occasionally it is noticed that one or two passengers are left behind at Kottar. But I am sure the honourable member would not advocate

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introduction of an additional bus to cater for the needs of one or two passengers that are occasionally left behind over a one chuckram fare stage, in spite of the allegation that the services are operated with consideration only for my personal enrichment, a statement with which I am sure the honourable member in his innermost heart does not really agree.

Reference was made to standing passengers on the Nagercoil—Trivandrum section and the awful consequences which may result if passengers are required to stand for 44 miles. In reply to that, I may say that I have never known, apart from buses operated on private hire basis, any bus to operate from Trivandrum to Nagercoil without intermediate passengers. In that case the necessity for passengers to stand for the whole journey is definitely non-existent.

The honourable member Mr. Narayanaperumal Nadar referred to 3 reasons for standing; inadequacy, which I have already explained, breakdown and the desire to make profit.

MR. K. NARAYANAPERUMAL NADAR: May I know why some of these buses stop after runnig one or two hours and lie on the road like huge crocodiles?

MR. E. G. SALTER: The buses, being essentially mechanical contrivances, necessarily there will be break at times. Even Aeroplanes are known to breakdown with frequently disastrous consequences to their occupants, a fate which fortunately is not shared by the passengers of a brokendown bus.

As for the breakdowns, I may, for the information of honourable members, say that the average breakdown during the past five weeks have been ·6 per day. When one considers that the Transport Department operates over 12,000 miles per day the number of breakdowns per 1,000 miles operated compares favourably with most large passenger Transport concerns.

MR. K. NARAYANAPERUMAL NADAR: May I know whether it is fact that transport buses are overworked?

MR. E. G. SALTER: Perhaps the honourable member will be good enough to explain what he means by 'overwork'. Frankly, I am at a loss to understand the meaning of it. As I explained any mechanical contrivance is liable to breakdown.

PRESIDENT: I take it that the condition of the road has something to do with the breakdown.

MR. E. G. SALTER: It has had a very considerable effect on breakdown. I regret I have to state that on one occasion 9 vehicles broke down in one day with broken road springs and it required the entire services of the mechanical staff of the Department working thoughout the night to put the vehicles into condition to permit of operation next day. I am sure that honourable members will appreciate that the advantages to be gained from the introduction of concrete roads will be such that breakdowns would be few and far between.

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In further regard to standing passengers let us suppose a bus with 20 passengers aboard meets with a breakdown and the second bus also comes along with 20 passengers. The Department is confronted with the necessity of desirability of accommodating 40 passengers in one bus, or on the contrary, of accommodating three out of the broken down bus and requiring the remaining seventeen to wait indefinitely until a bus comes along with a sufficient number of vacant seats. It is for that reason that arrangements were made for a maximum of seven passengers being carried in any one of these buses. If it is the desire of the public of Travancore that standing passengers should not be allowed accommodation in any bus I am sure the honourable member who is responsible for moving this resolution will not come along later with interpellations or cut motions saying that passengers have been forced to wait three or four hours in a disabled bus because the conductor would not allow them to stand in the bus. It seems to be suggested that there is general inadequacy. May I inform the House that the average receipts on the Trivandrum—Nagercoil section are between 7 and 7½ chuckrams per mile and as honourable members are aware, the fare is based on 8 cash per mile basis which indicates an average load of 15 passengers for a mile of journey.

Mr. Narayana Perumal Nadar referred to a letter which was sent to me and accused me for lack of courtesy. I regret that such a letter appears not to have been received in my office. If I had received such a letter I most certainly would have answered it as I have frequently done so in the case of other honourable members of this House and the public who have written to me.

Mr. P. Kunjukrishnan referred to three difficulties or troubles from the buses; heat, noise and smoke. In regard to the former I am prepared to make a confession. I may inform honourable members that I have found as a result of experiment that the rear entrance type of body as erected on the Commer Chassis is not satisfactory in this country because of heat and dust. I do not want to go into technical details to explain the reasons, but it is noted that front entranace type of vehicles do not permit of the ingress of dust whilst the vehicle is stopping and for the same reason dissipate heat from the engine. Honourable members will note that all buses which have been put into service since the Commer buses are of the front entrance type and no complaints have been received regarding this type. Some of the Commer buses now in operation have covered 1,00,000 miles without overhauling. It is far too much. We should have started overhauling in October or November during which period the country was in a state of upheaval and discord which made it necessary to maintain service to the utmost meet with the political situation with the result that the overhaul of many of the buses is long overdue. Purchase of new vehicles from the Pioneer Company has enabled the Department to withdraw buses which are in urgent need of overhaul. When these vechicles are overhauled they are coming out in very good condition as when they

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were first introduced into service. And I do not think there is any reason to complain of noise, smoke or anything of that nature in respect of the overhauled vehicles.

It is also suggested that the buses we have purchased from the Pioneer Company are more comfortable than the buses which we had originally in service. Honourable members will be interested to know that a number of requisitions have been received from passengers on the Cape Comorin-Nagercoil and Trivandrum-Quilon lines to put back again Commer buses as they are infinitely more comfortable.

Reference was made to the existance of bugs in buses. I am sure with all these shortcomings which may be alleged against the Transport Department it would never be suggested that the bugs have been put into the buses by the department. I may say that the buses are regularly disinfected with insecticide with a view to keeping the nuisance to a minimum. But it will not remove the defect entirely as nothing short of fumigation in an air-tight chamber will entirely destroy this pest and this cannot be done without damage to the mechanical parts of the vehicle With these words I oppose the motion. Reference was made to the appointments made in the Department and I don't want to deal with that just at present.

PRESIDENT: There are other opportunities to deal with that matter. The honourable member will just make his remarks relating to the motion.

MR. K. KUNJU PANICKER: May I know what the honourable member has to say about my suggestion of extending the Transport service to the northern parts of Travancore?

PRESIDENT: It is dependent on the decision of Government and the Transport Superintendent has nothing to say on this.

MR. M. SIVATHANU PILLAI: May I know what the Superintendent has to say to the suggestion that he gets 5 per cent. commission on the business and whether he is prepared to work the Department under the Travancore Service Regulation?

MR. E. G. SALTER: Sir, I must say at the outset that I did not come to Travancore with the idea of making a fortune. When I arrived the whole Transport scheme was but an idea and it is for the honourable House to judge whether I have succeeded in bringing it within the sphere of practicability. At any rate it is for Government to decide it.

PRESIDENT: Order, Order. The honourable member is not to deal with the future intentions of Government.

MR. M. SIVATHANU PILLAI: Am I to understand that Mr. Salter is to be engaged on this commission basis in future?

PRESIDENT: Order, Order. It is not for this honourable House to make contracts.

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One aspect of the matter, in regard to this question, raised in the discussion, is as to the break-downs. Government too have been noticing the break-downs which have occurred at times. We have been watching them very anxiously and carefully ; because it is the present intention of Government that they must be absolutely sure that there would not be such break-downs in future, if possible. It was in the course of investigating the causes for such break-downs that Government came to the conclusion that heavy buses of this kind must have adequate and appropriate roads in order to lessen the shocks and vibrations occasioned to the machinery. That is why the project has been very seriously assailed and Government made up their minds to have a kind of model road made. Government have realised very vividly that for that purpose they have to purchase cement from outside and to have to utilise agencies which they may not otherwise utilise. It is purely experimental at present and this experimental scheme has to be extended. I hope it will soon be extended to the other parts of the State. And that extension will take place only on the following conditions : —

We should make our own cement. (*Hear, hear*). The point arises this way. The concreting of the roads depends upon cement and on granite pieces which we get here in plenty. It depends upon, to a small extent, asphalt, shellcrete and tarcrete, etc. It is pssible to make cement here. That is what the Geological department is trying to investigate just now. That department is prospecting for lime stone which is essential for the manufacture of cement. The moment limestone is discovered in sufficient quantity and range in order to start a cement manufactory, we will start operations. We know that cement is a world commodity and as such we will have to encounter world competition. But, it would be quite enough to start the cement factory for our own use especially for our transport system. The extension of the transport system is therefore largely connected with the solution of the Geological work of discovering limestone. Just as the industrial basis of the future of this country is to no small extent dependent on the international situation—say for the production of sulphuric acid we have to import sulphur from Sicily as stated in the Administration Report—these matters are all interconnected. But this particular experiment of making cement-concrete roads is a direct consequence of a conspectus of these breakdowns of buses as a result of which we thought we could enter into the contract for a concrete road. The contractors have guaranteed to maintain the road for a period of 7 years at their cost ; they are giving the financial guarantees for that purpose ; and also incidently, they dig 100 to 200 wells on the way. The idea of Government is that, by such construction of roads, breakdowns will be reduced to a minimum.

So far as over-crowding is concerned, Government will see to it that Mr. Salter's profit does not enter into this question. I do not think that Mr. Salter particularly wants over-crowding in order to put more profits into his pocket. Government also supervise the

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[President]

working of the department, and I am sure that any such suggestion is really not necessary, nor expedient.

The motion was, by leave, withdrawn.

The following motions were not moved :

MR. K. NARAYANAPERUMAL NADAR :

589. To reduce the allotment of Rs. 2,500 for travelling allowance by Re. 1

MR. A. K. KUMARAN VAIDYAN :

590. To reduce the allotment of Rs. 2,500 for travelling allowance by Re. 1

MR. P. V. MATHAI CHEMPARATHI :

591. To reduce the allotment of Rs. 2,500 for travelling allowance by Re. 1

Motion No. 592.

MR. K. P. KOCHUKORATHARAKAN :

യാത്രച്ചിലവിലേയ്ക്കായി കൊള്ളിച്ചിട്ടുള്ള ൨൫൦൦ രൂപായിൽ നിന്നും ഒരു രൂപാ കുറയ്ക്കണമെന്നുള്ള ഉപക്ഷേപത്തെ ഞാൻ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു. ഇന്നു് നടന്നുകൊണ്ടിരിക്കുന്ന മോട്ടർ സർവ്വീസുകളിൽ കാണുന്ന കുറവുകളെ പൂണ്ടിക്കാണിക്കുന്നതിനും ട്രാൻസ്പോർട്ട് സർവ്വീസ് മറ്റു സ്ഥലങ്ങളിലേയ്ക്കു കൂടി നീട്ടുന്നതു് നിമിത്തം പൊതുജനങ്ങൾക്കുള്ള സൌകര്യങ്ങളെ പൂണ്ടികാണിക്കുന്നതിനും വേണ്ടിയാണു് ഈ ഉപക്ഷേപം ഞാൻ ഇവിടെ അവതരിപ്പിക്കുന്നതു്. ഇന്നു് വടക്കൻ തിരുവിതാംകൂറിലും മറ്റു ഭാഗങ്ങളിലും ഓടിച്ചുകൊണ്ടിരിക്കുന്ന ഏതുവാഹനങ്ങളെ നോക്കിയാലും വാട്ടർപ്രൂഫ് സയിഡ് കർട്ടൻസും ബസ്സിന്റെ മുകളിൽ കയറ്റികൊണ്ടുപോകുന്ന സാമാനങ്ങൾ നനഞ്ഞു ചീത്തയാകാതെ നല്ല റാർപ്പോളിയനും കാണുന്നില്ല. ബസിന്റെ മുകളിലിട്ടു കൊണ്ടുപോകുന്ന സാമാനങ്ങൾ എല്ലാം തന്നെ ഇപ്പോൾ മഴ നനഞ്ഞു് ഉപയോഗശൂന്യമായി തീരുന്നുണ്ടു്. പോലീസ്കാരുടെ പരിശോധനകളെല്ലാം വളരെ ശക്തിയായി നടക്കുന്നുണ്ടു്. അതു അവരുടെ പേഴ്സ് നിറയ്ക്കുന്നതിനെ ഉപയോഗപ്പെടുന്നുള്ളു. അതുകൊണ്ടു് ട്രാൻസ്പോർട്ട് സർവ്വീസ് നടത്തുന്ന കാലം വരെ യാത്രക്കാരുടെ സാമാനങ്ങൾ നനഞ്ഞു ചീത്തയാകാതിരിക്കത്തക്ക വിധത്തിൽ വേണ്ട ഏർപ്പാടുകൾ ചെയ്യേണ്ടതാണു്. ജനങ്ങളിൽ നിന്നും ന്യായമായ മോട്ടർ ചാർജ്ജു വാങ്ങിച്ചും മോട്ടർ വാഹനങ്ങളിൽ കയറ്റി കൊണ്ടുപോകുന്നവരെ വാട്ടർപ്രൂഫ് സയിഡ് കർട്ടൻസിന്റെ കുറവുകൊണ്ടു് മഴനനയാൻ ഇടയാക്കുന്നതും റാറാപ്പായിന്റെ കുറവുകൊണ്ടു അവരുടെ സാമാനങ്ങൾ നനഞ്ഞു ചീത്തയാകാൻ ഇടയാകുന്നതും ഒരിക്കലും നല്ലതല്ല.

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ട്രാൻസ്പോർട്ട് നീട്ടുന്ന സന്ദർഭത്തിൽ ഗവണ്മെൻറിന്റെ ശ്രദ്ധ പ്രത്യേകം ചില സംഗതികളിൽ പതിയേണ്ടതാണ്. മൂന്നാർ–ആലുവാലോറി സർവ്വീസിനു നിയമിച്ച ആളുകളുടെ ഒരു ലിസ്റ്റു് കണ്ടതിൽ ആ ലോറികൾ ഓടുന്നതു് കുന്നത്തുനാട്ടു്, മൂവാറ്റുപുഴ, പൈറേഞ്ചു് എന്നീസ്ഥലങ്ങളിൽക്കൂടിയാണെങ്കിലും കുന്നത്തുനാട്ടു്, മൂവാറ്റുപുഴ ഈ താലൂക്കുകളുള്ള ഒരൊറ്റ ഡ്രൈവറെപ്പോലും ഈ ലൈനിലേയ്ക്കു് എടുത്തിട്ടുള്ളതായി കാണുന്നില്ല. തിരുവനന്തപുരം, നെയ്യാറ്റിൻകര, വിളവംകോടു്, ഇരണിയൽ, കൽക്കുളം, തൊടുപുഴ, തിരുവല്ല എന്നീ താലൂക്കുകളിൽനിന്നും മുപ്പതു ഡ്രൈവറന്മാരെ എടുത്തിരിക്കുന്നതായിട്ടാണു് കാണുന്നതു്. കുന്നത്തുനാടു്, മൂവാറ്റുപുഴ, എന്നീ താലൂക്കുകളിൽ ഡ്രൈവറന്മാർ ഇല്ലാത്തതുകൊണ്ടോ അവക്കു് അതിനു് സാമർത്ഥ്യം ഇല്ലാത്തതുകൊണ്ടോ ആണു് ഇങ്ങനെ ചെയ്തിരുന്നതു എങ്കിൽ അതു് ഞങ്ങൾക്കു് മനസ്സിലാക്കുവാൻ സാധിക്കുമായിരുന്നു. ട്രാൻസ്പോർട്ടു മന്ത്രിണ്ടു് ഈ വിഷയത്തിൽ കൂടുതൽ ശ്രദ്ധിച്ചു പ്രവർത്തിക്കണമെന്നു് അദ്ദേഹത്തെ ഉൽബോധിപ്പിച്ചുകൊള്ളുന്നുയെന്നുമാത്രമല്ല ഈ കാര്യങ്ങളിൽ അശ്രദ്ധയും തന്നിഷ്ടം നടക്കാതെ ന്യായവും നീതിയും നടക്കത്തക്കവിധത്തിൽ ഗവർണ്മെൻറും വേണ്ടതു പ്രവർത്തിക്കുമെന്നു് വിശ്വസിക്കുന്നു. ഇപ്പോൾ നാം അറന്നൂറന്മാരെ എടുത്തതിൽ മൂവാറ്റുപുഴ, കുന്നത്തുനാടു് ഈ താലൂക്കുകളിൽനിന്നും ഒരാളെ എങ്കിലും എടുക്കാത്തതെന്തെന്നു് ചോദിച്ചു അവസരത്തിൽ അതിനു് മറുപടി പറയാൻ നിവർത്തിയില്ലെന്നാണു് പറഞ്ഞതു്. നാഗർകോവിൽ ലൈനിലെ മറ്റു സ്ഥലങ്ങളിലുള്ള ഡ്രൈവറന്മാരെ കൂടി നിയമിക്കാത്തതെന്താണെന്നു ചോദിച്ചപ്പോൾ അവിടെ മുമ്പു് ഓടിക്കൊണ്ടിരുന്ന സർവീസ് ഇപ്പോൾ നിറുത്തിക്കളഞ്ഞതിനാൽ അതിൽ ഏർപ്പെട്ടിരുന്ന ആളുകൾക്കു് ജോലിയില്ലാതെയാകുമെന്നും അങ്ങിനെ വരാതിരിക്കുന്നതിനു് അവരെത്തന്നെ ആ ലൈനിൽ നിയമിക്കണമെന്നും അന്നു് പറഞ്ഞതിനെ ഞങ്ങൾക്കു മനസ്സിലാക്കാൻ സാധിച്ചു. മുമ്പു് ഗവണ്മെൻറു് ട്രാൻസ്പോർട്ടു് സർവീസ് ഇല്ലാതിരുന്ന സ്ഥലത്തു് സർവീസ് ഏർപ്പെടുത്തുമ്പോൾ ആ സ്ഥലത്തുള്ളവരെ എന്തുകൊണ്ടു് നിയമിച്ചുകൂടാ. നാഗർകോവിൽ ലൈനിൽ ഓടിച്ചുകൊണ്ടിരുന്ന ഡ്രൈവറന്മാർക്കു് എല്ലാവർക്കും ജോലി കൊടുത്തതിനുശേഷം മറ്റു സ്ഥലങ്ങളിലുള്ളവരെ നിയമിക്കയുള്ളുവെന്നു് വന്നാൽ അതു പക്ഷപാതകരമായ പ്രവർത്തിയാകുമെന്നു് എന്നു പറയാതെ നിവർത്തിയില്ല. തിരുവനന്തപുരം–നാഗർകോവിൽ ലൈനിൽ ഇപ്പോൾ ഫാസ്റ്റു ബസ്സുകൾ മാത്രമേ ഓടുന്നുള്ളു. മുമ്പു് ഫാർ ബസ്സുകൾ ഓടിക്കൊണ്ടിരുന്നു. തിരുവനന്തപുരം–നെയ്യാറ്റിൻകര ലൈനിൽ മുമ്പു് ഫാസ്റ്റു ബസ്സുണ്ടായിരുന്നതു് ഇപ്പോൾ നാലെണ്ണം

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[Mr. K. P. Kochukoratharakan.]

മാത്രമെയുള്ളൂ. നാഗർകോവിൽ കുളച്ചൽ ലൈനിലും ഇപ്പോൾ ന്യൂ ബസ്സുകൾ മാത്രമെ ഓടുന്നുള്ളൂ. ആ സ്ഥിതിക്കു് ഡ്രൈവറന്മാരുടെ സംഖ്യയും വളരെ കുറക്കാവുന്നതാണു്. ആ ലൈനിൽ ഡ്രൈവറന്മാരുടെ ആവശ്യം കുറഞ്ഞതുകൊണ്ടാണൊ അവരെയെല്ലാം വടക്കോട്ടു് അയച്ചേക്കാമെന്നു് നിശ്ചയിച്ചതു്. അങ്ങിനെയാണെങ്കിൽവടക്കൻ പ്രദേശങ്ങളിലുള്ള ഡ്രൈവറന്മാരെ എങ്ങോട്ടാണു് അയയ്ക്കാൻ പോകുന്നതെന്നറിഞ്ഞാൽ കൊള്ളാം. ആലുവാ-മൂവാറ്റുപുഴ, ആലുവാ-കോട്ടയം, ആലുവാ-പറവൂർ, ആലുവാ-മൂന്നാർ, ഈ ലൈനുകളിൽ അവിടെയുള്ള ഡ്രൈവറന്മാരെത്തന്നെ നിയമിക്കണം. ഇപ്പോൾ മൂന്നാർ ലൈനിൽ ഓടിച്ചുകൊണ്ടിരിക്കുന്ന ഡ്രൈവറന്മാർ വളരെ വിഷമിക്കുന്നുണ്ടു്. നല്ല തഴക്കവും പഴക്കവും ഉള്ള ഡ്രൈവറന്മാർ അവിടെത്തന്നെയുണ്ടു്. അവരെ എടുക്കാതെ മറ്റു താലൂക്കുകളിലുള്ളവരെ അവിടെ നിയമിച്ചതുകൊണ്ടാണു അവർ ബുദ്ധിമുട്ടുന്നതു്. കഴിഞ്ഞതവണ ഒരു ആക്സിഡൻറ് ഉണ്ടായി. ഡ്രൈവറന്മാരുടെ പരിചയക്കുറവുകൊണ്ടാണു് ആ ആക്സിഡൻറ് സംഭവിച്ചതു്. അല്ലാതെ ആ ലൈൻ വളരെ വിഷമമുള്ള ഒന്നായതുകൊണ്ടല്ല. ആ സ്ഥലത്തുള്ള ഡ്രൈവറന്മാരെത്തന്നെ ആ ലൈനിൽ നിയമിച്ചിരുന്നെങ്കിൽ ആ ആക്സിഡൻറ് സംഭവിക്കുകയില്ലായിരുന്നു. അങ്ങിനെ ചെയ്യുന്നതു് പ്രാദേശികപ്രാതിനിധ്യത്തിനു് അനുകൂലവുമായിരിക്കും. അവിടെ ട്രാൻസ്പോർട്ടു് നടപ്പാക്കുന്നപക്ഷം ആ സ്ഥലത്തുള്ളവരെത്തന്നെ ഗവണ്മെൻറിൽ വിന്യാസം നിയമിക്കണം. ഒരു സ്ഥലത്തുനിന്നും മാത്രം ഡ്രൈവറന്മാരെ എടുത്തു് മറെറല്ലാ സ്ഥലങ്ങളിലുമായി അയയ്ക്കുന്ന രീതി നല്ലതല്ല. ഫർ ബസ്സിനു് നൂറു ഡ്രൈവറന്മാർ എന്തിനാണെന്നു് മനസിലാകുന്നില്ല. ഒന്നോ രണ്ടോ പേർക്കു സുഖക്കേടോ മറേറാ വരികയാണെങ്കിൽ അതിലേയ്ക്കു കുറച്ചുപേർ കൂടുതലായി വേണം. എന്നാലും ഇത്രയധികം പേർ ആവശ്യമില്ല. ഈ വക കാര്യങ്ങളെപ്പറ്റി ട്രാൻസ്പോർട്ടു് സൂപ്രണ്ടു് ശ്രദ്ധിച്ചു് വേണ്ടവിധത്തിൽ നിയന്ത്രിക്കണം. ഓടുന്ന എല്ലാ ബസ്കളിലും പോലീസുകാരുടെ നിയന്ത്രണം ഉണ്ടായിരിക്കണം.

Mr. M. SIVATHANU PILLAI: വടക്കൻ പ്രദേശങ്ങളിലുള്ള ഡ്രൈവറന്മാർ നാഗർകോവിൽ ലൈനിൽ ഉണ്ടെന്നുള്ള വിവരം അറിയാമോ?

മി. കെ. പി. കൊച്ചുകോരത്തരകൻ: അറിഞ്ഞുകൂടാ.

MR. K. KUNJU PANICKAR: Sir, I support the motion. The next motion is tabled by me on the very same topic.

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PRESIDENT: The honourable member who has spoken now, although he is for extending the transport service mainly discussed about the entertainment of hands.

MR. E. G. SALTER: The motion tabled by the previous honourable member who spoke appears to have as its basis criticism on the appointment of drivers in respect of the Cochin-Munnar Service.

I think it will be well to explain to the honourable House the policy which has been adopted by the Department since its inception with regard to the appointment of drivers. It cannot be denied that when the Department starts its services in any route, it means the displacement of a number of drivers, many of whom might have been employed for a number of years. It has been the policy of the Transport Department to appoint those men and those men alone and nobody will deny their prior right in this connection. For this reason the drivers of private cars were not given an opportunity in the matter of appointment. I have definitely set my face against any application from drivers who have not been previously engaged on the route on which we have commenced services. But I would respectfully bring to the notice of the honourable members that the Cochin-Munnar route has brought about the displacement of nobody. The service there has been introduced in lieu of the present service of aerial rope way, bullock carts and railway from Munnar to Trivandrum *via* Bodinayakannur, hence I was justified in absorbing more men from South Travancore who could not otherwise be engaged by reason of the reduced number of vehicles operating in that area.

MR. K. P. KOCHUKORA THARAKAN: തിരുവനന്തപുരം മുതൽ കന്യാകുമാരി വരെയുള്ള ലൈനിൽ ഡിപ്പാർട്ടുമെൻറ സർവ്വീസു നടത്തുവാൻ തീരുമാനിച്ചപ്പോൾ ഈ ലൈനിൽ ജോലി ചെയ്തിരുന്ന പഴയ ജോലിക്കാരെ എടുക്കുകയുണ്ടായല്ലോ. അതുപോലെ ഈ ലൈനിൽ ഉള്ള ജോലിക്കാരെ എടുക്കാഞ്ഞതെന്താണ്?

MR. E. G. SALTER: In reply to that statement I would say that the honourable member himself has previously stated that owing to the decrease in the number of buses operating from Nagercoil to Trivandrum, it was unfortunate that the Department has not been able so far to do anything to absorb all of the men who were displaced in that route. In regard to the question of the number of staff for the 14 lorries, reference was made to the drivers. I would point out that in the first month, we broke the record for the quantity of the Kannan Devan Hills Produce Company's monthly report.

PRESIDENT: What is the tonnage?

MR. E. G. SALTER: It is given in pounds in my figures, but the total tonnage is approximately 1,000, to Cochin and 720 in the reverse direction. Nobody will suggest that drivers should work 7 days a week.

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[Mr. E. G. Salter.]

A return journey from Cochin Harbour to Munnar is 188 miles, and 7 days operating of such a service is quite unreasonable and beyond the bounds of human endurance. Consequently it was necessary to introduce a reserve staff. As the honourable members know 14 vehicles are plying in that route and 30 drivers are engaged to drive them. For the information of the House I would say that only 14 men were selected from the Trivandrum Garage and the remaining were selected from those who have been driving in the Alwaye-Munnar area.

With these remarks I oppose the motion.

MR. K. P. KOCHUKORATHARAKAN: I withdraw the motion.

The motion by leave, was withdrawn.

Motion No. 593.

MR. K. KUNJU PANICKER: I beg to move to reduce the allotment of Rs. 44,215 for administration, management and control of Transport Services by Re. 1 to discuss about the policy of Transport Department both on land and on water. Sir, it has been admitted on all hands that the Transport service system taken up by the Government and tried in South Travancore has been a thorough success. In Central Travancore and Northern Travancore the services are being managed by private agencies. These private agencies look for their private gains rather than for the convenience of the passengers and the goods to be conveyed. So the passengers and the population in Central and North Travancore were feeling the immense inconvenience caused by the system of private management of transport. In the recent political upheaval, owners of the canoes plying in the backwaters and to a certain extent the land conveyances also endeavoured to suffocate the peaceful activities of the civil population by a sort of strike which they had resorted to. I submit that if the system of transport both of land and water was under the management of the Government such an attempt to strike work and put the whole country into confusion would not have been attempted. At least to avoid such a predicament hereafter the thing ought to be undertaken by the Government. We find that the Transport service system undertaken and managed under Government control is not only very convenient to the passengers but also gives a sort of definiteness with regard to their time table. We can reach our destination at the appointed time. We can expect to start from a particular place also at the fixed time. As matters stand at present in Central and North Travancore, the private agencies have joined in certain Syndicate Services and all the buses are put into the syndicate arrangement. The result is that several timings are taken and they run their buses only when they get a full load in their vehicles. Such an arrangement is causing immense inconvenience to the public at large. So to avoid that difficulty some regularity and some responsibility should be introduced in the transport system. All these things can be safeguarded successfully by the Government undertaking the Transport Services. As it is suggested from the Chair in answer to

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a previous discussion, the services to the north of Quilon can be undertaken by the Government after March 1940 because there is a sort of understanding entered into between some private agencies and the Government. I submit that I press the motion before this House only to bring to the notice of Government that no more extension should be granted after that period. The Government should be prepared for undertaking all the transport services just when the undertaking period of contract expires. No more preparation time should intervene between the starting of the business by Government and the expiry of the undertaking period. I submit that when Government undertakes the extension of the transport system to the north, the same should be extended to the water traffic also, because now in North Travancore the cheap conveyance is the water course which is not available in South Travancore.

With these words, I beg to submit the motion for the acceptance of the House.

MR. THARIYATHU KUNJITHOMMEN: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. യാത്രാസൌകര്യം ജനസാമാന്യത്തിനു ശരിയായി ലഭിക്കണമെങ്കിൽ പ്രധാന ലൈനുകളിലെ സർവ്വീസുകൾ ഗവണ്മെൻറു ഏറെറടുത്തു നടത്തണം. അതിപ്പോൾ അനുഭവത്തിൽ നിന്ന് നല്ലവണ്ണം ബോദ്ധ്യം വന്നിട്ടുണ്ട്. ആദ്യം ഗവണ്മെൻറു സർവീസ് ഏറെറടുത്തു നടത്താൻ ഭാവിച്ചപ്പോൾ ഇതു ശരിയായി നടക്കുമോ എന്നു ചിലർക്കു സംശയമുണ്ടായി. എന്നാൽ ഇപ്പോൾ ആ സംശയങ്ങളെല്ലാം നീങ്ങിപ്പോയിരിക്കുന്നു. വിശേഷിച്ചു് വടക്കോട്ടു, ജലമാർഗ്ഗമായും കരമാർഗ്ഗമായും ഉള്ള പ്രധാനലൈൻ സർവീസുകളെല്ലാം ഗവണ്മെൻറുതന്നെ നടത്തേണ്ടതാണു. കൊല്ലം വരെ ഈ സർവീസു നടത്തിപ്പോരുന്നതുകൊണ്ടു് ഗവണ്മെൻറിനാകട്ടെ ജനസാമാന്യത്തിനാകട്ടെ മുഴുവൻ പ്രയോജനവും ലഭിക്കുന്നില്ല. കൊല്ലത്തുനിന്നും വടക്കോട്ടു് ഇപ്പോൾ പല അസൌകര്യങ്ങളും സഹിച്ചു് ഇടക്കിടക്കുനിന്നു് ബോട്ടുകയറിയും ബസ്സുകയറിയും വേണം പോകാൻ. വടക്കോട്ടുള്ള മറു മാർഗ്ഗങ്ങളെക്കാൾ പ്രാധാന്യമായി ഗണിക്കേണ്ടതു് മെയിൻ സെൻട്രൽ റോഡിലുള്ള സർവീസാണു്. അതു പറവൂർ വരെ കഴിയുന്നതും വേഗത്തിൽ നീട്ടിയെടുക്കുകയും. അതുപോലെ ജലമാർഗ്ഗമായുള്ള സർവീസും സംസ്ഥാനത്തിൻെറ അതിരായ അരൂർ വരെ നടപ്പിലാക്കണം. ആലുവാ—മൂവാറ്റുപുഴ, കോട്ടയം—കുമളി, കൊല്ലം—ചെങ്കോട്ട എന്നീ പ്രധാന ലൈനുകളിലെല്ലാം ഗവണ്മെൻറുതന്നെ സർവീസു നടത്തണം. യാത്രാസൌകര്യങ്ങൾ ധാരാളമായി അഭിവൃദ്ധിപ്പെടേണ്ടതു് പലവിധത്തിലുള്ള ജീവിതസൌകര്യങ്ങൾക്കും അത്യന്താപേക്ഷിതമാണു്. ഒരു രാജ്യത്തിൻെറ നാഗരീകം അവിടത്തെ യാത്രാസൌകര്യത്തേയും വിദ്യാഭ്യാസസൌകര്യത്തേയും ആണു്

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[Mr. Thariyathu Kunjithommen.]

പ്രധാനമായി ആശ്രയിച്ചിരിക്കുന്നത്. ഒരു സ്ഥലത്തുനിന്നും മറെറാരു സ്ഥലത്തേക്കു യാത്രചെയ്യുവാനുള്ള സൗകര്യമുണ്ടായാൽ മാത്രമെ നമ്മുടെ ജീവിതാവശ്യങ്ങൾ യഥാകാലം നിർവഹിക്കുവാൻ സാധിക്കയുള്ളൂ. വടക്കേ അറ്റത്തുള്ളവർക്കു ഇവിടെ വരാൻ ഇപ്പോൾ വളരെ വിഷമമുണ്ട്. ഓരോ രാജ്യത്തും സഞ്ചാരസൗകര്യം വളരെ വളരെ വർദ്ധിച്ചിരിക്കുമ്പോൾ വിവിധവിഷയങ്ങളിൽ ഉന്നതനിലയിലിരിക്കുന്ന നമ്മുടെ രാജ്യം ഈ കാര്യത്തിൽ പിന്നോക്കം പോകുന്നതു് ആശാസ്യമല്ല. ഇപ്പോൾ ഓരോ സ്ഥലത്തും നടത്തുന്ന സർവീസുകൾ മിക്കവാറും ഓരോ കമ്പനിക്കാരും മോണോപ്പോളിയായിട്ടാണു്. അവരുടെ സമയവും സൗകര്യവും നോക്കിവേണം മറ്റുള്ളവർക്കു പോകാൻ. മുൻപാണെങ്കിൽ ഗവണ്മെൻറു ബസ്സുകൾ നടത്തുവാൻ എല്ലാവർക്കും അനുവാദം കൊടുക്കുമായിരുന്നു. എന്നാൽ ഇപ്പോൾ ചിലർക്കു മാത്രമെ കൊടുക്കുന്നുള്ളൂ. ഇതിന്റെ രഹസ്യം എന്താണെന്നു മനസിലാകുന്നില്ല. ഗവണ്മെൻറു, ഗവണ്മെൻറുലൈൻ നേരിട്ടെടുക്കുന്നതിൽ ലാഭമോ നഷ്ടമോ ഗണിക്കരുതു്. നഷ്ടം ഒരിക്കലും വരുകയില്ല. ജനങ്ങളുടെ സൌകര്യത്തിനായി കുറെ നഷ്ടം വന്നാലും തരക്കേടില്ല. ഗവണ്മെൻറുലൈൻ വടക്കോട്ടു ഉടനെ നീട്ടണം. ജലമാർഗ്ഗമായുള്ളതും കരമാർഗ്ഗമായുള്ളതുമായ സർവീസുകൾ തിരുവിതാംകൂറിലെ പ്രധാനപ്പെട്ട എല്ലാ സ്ഥലങ്ങളേയും ഉടനടി യോജിപ്പിച്ചു നടത്തണമെന്നഭിപ്രായപ്പെട്ടുകൊണ്ടു ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു.

MR. P. SIVARAMA PILLAI: As one who has always been advocating the nationalisation of all public utility services in Travancore, I would like to offer a few remarks on this motion.

When first the Transport scheme was brought before this House about two years ago, a lot of criticism, justifiable or unjustifiable, was levelled against it. Now it has been shown that it has already yielded 13 per cent. profit; and when the Cochin-Munnar service begins to operate in full swing, I am sure the profit will be much higher.

Sir, in the nationalisation of the public utility services, I would, as Mr. Kunjithommen remarked, urge upon the Government not to mind even small losses, if need be, in particular routes. By that I do not mean to say that Government should cease to consider this department as a commercial department.

The hardships and inconvenience caused at present to passengers north of Quilon, I need not enumerate. In the Kottayam—Erattupettah line, for instance, there are two bus concerns each competing with the other. It is highly necessary that Government should take up the bus service atleast in the important routes like the Kottayam—Erattupattah line, Quilon—Shencotta line, and Kottayam—Kumili line, in

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fact all important lines in the M. C. Road. I am sure Government will be able to make very good profit in addition to doing good service to the people.

MR. P. NARAYANA PILLAI: Sir, I do not think any other scheme has stood so much of public criticism as our State Transport system; the very idea of its introduction was revolting to certain sections of the public and even to some of the honourable members of the Legislature. In spite of such criticism, Government introduced the Transport system; fortunately, it has now survived the stage of adverse comment and is now acclaimed universally a great success. Even those who opposed it at the outset now consider it a great success, as a remunerative enterprise and as a service of great utility and advantage to the people; they even want the system to be extended throughout the country. One cannot think of a better indication of the fact that people have now realised fully the advantages of the system. I wholeheartedly support the proposition that Government should extend their Transport service from one end of the country to another. It will be detrimental to the interests of the public to give monopolies over particular lines to private companies; hence it is that we want Government to extent the service throughout the State. But I cannot subscribe to the view that Government should run the service on purely business lines. The primary concern of Government should be to afford all facilities and convenience to all sections of the public, to make use of Government Transport service; for that purpose, fares should be reduced, if necessary. It may not be that Government are now charging more than private concerns; but the only objective of private companies is to make profits. That should not be the case with Government also. That is why I say that Government should reduce the fares if necessary. Even if fares are reduced, I am sure Government will be making substantial profit; because, in spite of unfavourable conditions, they have already made a profit of 13 per cent. There is no doubt that, under normal conditions, the profit will be double that.

PRESIDENT: The idea of Government is that the Transport Department should, out of its profits, maintain the roads on which its buses run, so that the amounts now being spent on these roads, by the P. W. D., can be made available for the improvement of village roads, village communications, feeder lines, and so on. The trunk roads on which the Transport buses run should ultimately be maintained by the Transport Department. That is the idea of Government.

MR. P. NARAYANA PILLAI: My point is that, for the maintenance of various road, other sources of income should be tapped, if necessary, and the Transport service should be employed to afford easy and convenient means of travel to all sections of the public, if necessary by substantial reduction of the fares.

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MR. P. S. MUHAMMED : ഈ ഉപക്ഷേപത്തെ ഞാൻ അനുകൂലിക്കുന്നു. ജലമാർഗ്ഗമായും കരമാർഗ്ഗമായും ഉള്ള ഗതാഗതങ്ങളും ഗവണ്മെൻറുതന്നെ ഏറെറടുക്കണമെന്നുള്ള ഉദ്ദേശത്തോടുകൂടിയാണു ഈ ഉപക്ഷേപം അവതരിപ്പിച്ചിട്ടുള്ളതു്. ഇതിനുമുൻപു ബഡ്ജറ്റു് സമ്മേളനം തുടങ്ങിയതുമുതൽ ഈ നിമിഷംവരെ പല സന്ദർഭങ്ങളിലായി ഈ സംഗതി ഗവണ്മെൻറിൻെറ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുണ്ടു്. അതിനു ഗവണ്മെൻറിൽനിന്നും കിട്ടിയ മറുപടി ഏതാണ്ടു് ഇപ്രകാരമാണു്. ജലമാർഗ്ഗമായുള്ള സർവീസുകൾ ഏറെറടുക്കുന്നതിനു കുറെക്കൂടി ആലോചിക്കേണ്ടതായിട്ടുണ്ടെന്നും കരമാർഗ്ഗമായ സർവീസുകൾ വടക്കോട്ടു നീട്ടുന്നതിനു ഏതൊ ചില ആളുകൾ തമ്മിൽ ചെയ്തിട്ടുള്ള കരാറുകൾ നിമിത്തം ഏതാനും വർഷം താമസിക്കുമെന്നും ആണു് ആ മറുപടിയുടെ സാരം. എന്നാൽ ആ മറുപടികൊണ്ടു് ഈ ഹൗസ് തൃപ്തിപ്പെടുന്നില്ല എന്നു കണ്ടിട്ടാണു് വീണ്ടും ഈ ഉപക്ഷേപം ഇവിടെ കൊണ്ടുവന്നിട്ടുള്ളതു്.

ഈ കാര്യത്തിൽ ഗവണ്മെൻറു പ്രധാനമായി നോക്കേണ്ടതു് ഇതു് നഷ്ടമുള്ള ഒരു കാര്യമാണൊ എന്നാകുന്നു. ഒരിക്കലും നഷ്ടപ്പെടുകയില്ല എന്നു് അനുഭവംകൊണ്ടു് ബോധ്യപ്പെട്ടു കഴിഞ്ഞിരിക്കുന്നു. മറെറാന്നു്, ജനഹിതം ഇതിനു് അനുകൂലമായിരിക്കുന്നു എന്നുള്ളതാകുന്നു. ഞാൻ മുൻപു് പ്രസ്താവിച്ചതുപോലെ ജനപ്രതിനിധികൾ ഐകകണ്ഠ്യേന ഇതിനെ സ്വാഗതം ചെയ്തിട്ടുണ്ടു്. ഇങ്ങനെ രണ്ടുവിധത്തിലും അനുകൂലതരമായ ഒരു രംഗം പ്രത്യക്ഷപ്പെടുത്തിയിട്ടും ഗവണ്മെൻറു പിന്നെയും മൗനം ഭജിച്ചും അലസതകാണിച്ചും ഇരിക്കുന്നതു് ഒരിക്കലും ആശാസ്യമല്ലെന്നാണു് എൻെറ അഭിപ്രായം.

MR. KAVIYOOR K. K. KOCHUKUNJU: ഈ ഉപക്ഷേപത്തെ ഞാൻ അനുകൂലിക്കുന്നു. ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെൻറു് സ്ഥാപനത്തിൻെറപ്രാരംഭാലോചനവേളയിൽ ഈ ഡിപ്പാർട്ടുമെൻറിൻെറ അപജയത്തെ ലക്ഷീകരിച്ചു് പലരും പല സംശയങ്ങളും പുറപ്പെടുവിച്ചുകൊണ്ടിരുന്നു. പിന്നീടു് അതൊന്നും വകവയ്ക്കാതെ ബഃ ഗവണ്മെൻറു ഇതിൻെറ ശോഭനമായ ഭാവിയെ മാത്രം ലക്ഷ്യമാക്കി മുമ്പോട്ടുപ്രവർത്തിച്ചു കൊണ്ടിരുന്നു. തൻനിമിത്തം പ്രസ്തുത ഡിപ്പാർട്ടുമെൻറിനു ഇന്നു് പ്രശംസനീയമായ ഒരവസ്ഥവന്നിട്ടുണ്ടു്. മാനംമര്യാദയായി യാത്രചെയ്യുവാൻ ആഗ്രഹിക്കുന്ന യാത്രക്കാർക്കു് സർവീസു കൂടുതൽ പ്രയോജനപ്പെടുന്നുണ്ടു്. ഇപ്പോൾ ഈ സൗകര്യങ്ങൾ അനുഭവിച്ചുകൊണ്ടിരിക്കുന്നവർ ദക്ഷിണതിരുവിതാംകൂറിലുള്ള യാത്രക്കാർ മാത്രമാണു്. അതുകൊണ്ടു്

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ഉത്തരതിരുവിതാംകൂറിലുള്ള പ്രധാനപ്പെട്ട റോഡുകളിലെല്ലാം ഈ പദ്ധതി നടപ്പിലാക്കുന്നപക്ഷം അത് ജനങ്ങൾക്കു കൂടുതൽ സൗകര്യപ്രദവും പൊതുവെ രാജ്യത്തിനു ആദായകരവും ആയിരിക്കുമെന്നുള്ളതിനു സംശയമില്ല. ആകയാൽ ഉത്തരതിരുവിതാംകൂറിലുള്ള എല്ലാ പ്രധാന റോഡുകളിലുംകൂടി ട്രാൻസ്പോർട്ട് സർവീസ് നടപ്പാക്കണമെന്നു അപേക്ഷിച്ചുകൊണ്ട് ഞാൻ ഈ ഉപക്ഷേപത്തെ ശക്തിയായി പിൻതാങ്ങുന്നു.

MR. THAMARAPALLIL KOCHU THOMMEN: ട്രാൻസ്പോർട്ട് പദ്ധതി കൊല്ലംമുതൽ തിരുവനന്തപുരംവരെയും തിരുവനന്തപുരം മുതൽ കന്യാകുമാരിവരെയും ആണല്ലൊ ഇപ്പോൾ ഏർപ്പെടുത്തിയിരിക്കുന്നത്. അതിന്റെ പ്രവർത്തനത്തിൽ ജനങ്ങൾ പരാതിക്കു സംതൃപ്തരായിട്ടുണ്ട്, എന്നാൽ മദ്ധ്യതിരുവിതാംകൂറിൽ, അതായതു കൊട്ടാരക്കര മുതൽ വടക്കോട്ടു, വിശേഷിച്ചും വർഷകാലത്തു് ഗതാഗതത്തിനു പലവിധ ബുദ്ധിമുട്ടുകളും ഉണ്ടാകുന്നുണ്ട്. ഇതുപോലെ ബുദ്ധിമുട്ടുകൾ തെക്കിണതിരുവിതാംകൂറിൽ ഉണ്ടാകുന്നില്ല. അതിനാൽ ട്രാൻസ്പോർട്ട് പദ്ധതി വടക്കോട്ടു നീട്ടുന്നതായാൽ അവിടെയുള്ള യാത്രക്കാർക്കു പലവിധ സൗകര്യങ്ങളും ഉണ്ടാകാനിടയുണ്ട്. അതിനാൽ അഞ്ചൽ മുതൽ തിരുവനന്തപുരംവരേയും ആലുവാമുതൽ കൊട്ടാരക്കരവഴി തിരുവനന്തപുരംവരേയും ഉള്ള ലൈനുകൾ ഗവണ്മെൻറിൽനിന്നും ഏറ്റെടുത്തു് സർവീസുകൾ നടത്തേണ്ടതാണ്. എങ്കിൽ മാത്രമേ ഇതിന്റെ ഗുണങ്ങളെപ്പറ്റി ജനങ്ങൾക്കു് ശരിയായി അറിയുവാൻ നിവർത്തിയുള്ളൂ. അതുകൊണ്ടു് ഞാൻ ഈ പ്രമേയത്തെ അനുകൂലിക്കുന്നു.

MR. E. E. PANDARATHIL: Sir, it has been a welcome change here, to-day and during the last couple of days, to hear a chorus of praise..... and justifiable praise.....

PRESIDENT: It is only potential praise.

MR. E. E. PANDARATHIL: According to me, Sir, those potentialities will be manifested very soon.

It has been, as I said, a welcome change to hear a chorus of praise after a piping cry of criticism and misgivings about the scheme when it was ushered into existence. It is no wonder to hear this praise; because from what we have seen so far of the system, it has vindicated itself. It not only paves its way and makes profit, but literally—as you have just now stated—is going to pave its own way by concrete.

In the matter of over-loading itself, Sir, I have to say something in favour of Transport Department in contra-distinction to other buses. In the bigger char-a-banc models of buses like those used by the Transport Department, it is usual in other civilised countries to afford

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[Mr. E. E. Pandarathil.]

facilities for strap-hanging for short distances. There is no harm in that, except perhaps, as was expressed under another motion, when ladies are present, and the way to seats is obstructed.

In the hope that new roads will be constructed on modern methods as is to be done in the south, I would request Government to put these bigger buses in the Northern roads also so that there would be necessity for the Government, on account of the heaviness of the buses, to make concrete roads in the north also when the Transport system is extended there. The 13 per cent. of profit which has so splendidly justified the prophesy when the scheme was adumbrated, in spite of the opposition at the time of the introduction of the scheme, will justify the extension of the Transport scheme to North Travancore at the earliest possible opportunity.

MR. T. C. KESAVA PILLAI: Sir, in supporting the motion I have to place before the House the grievances of the people of South Travancore who are living in the coastal villages between Nagercoil and Trivandrum. Sir, the most thickly populated area in South Travancore is the tract of land that lies to the southern side of the M. S. road. There are some branch roads to the M. S. road. In those roads some eight-seaters and some buses were running. After the introduction of the Transport scheme and under the idea that these roads also will get the benefit of that scheme, many of the bus owners have stopped their business and the people in the coastal villages are put to very great difficulty on account of that. As such I request the Government either to extend the water communication or immediately to sanction the running of transport buses between Nagercoil and Thangapatanam *via* Colachel and also between Poovar and Trivandrum *via* Vizinjom. These would surely be very profitable. With these words I support the motion.

MR. E. G. SALTER: Sir, I thank the honourable members for the confidence that they have reposed in the transport department as evinced by the speeches made requesting Government to extend its activities throughout the State. But the motion is a cut motion on my grant and as such I oppose it.

PRESIDENT: It is probably suggested by the honourable members that the department certainly can survive the one rupee cut.

MR. E. G. SALTER: Moreover, in regard to the further extension of the activities of the department, I can assure the honourable members that Government will take early opportunities of giving effect to the requests of the House as the representatives of the people of Travancore to extend the transport service throughout the State; and I can assure the honourable members that the department will devote every possible energy and effort to making that success which has attended the present service.

PRESIDENT: Order, order. Certain remarks fell from honorable members as to the expedition with which this extension should

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take place. I think I have made it clear that I stated definitely to a deputation that waited upon me sometime ago that until March 1940 there will be no large scale extension north of Quilon. So, until March 1940 Government are bound by that declaration that there will be no large scale extension north of Quilon, and that will give ample notice and time for existing concerns and people to make their own arrangements. Subject to that and subject to the consideration of strengthening and improving our roads so as not to repeat the experiment which we have had in the south, the underlying idea is welcomed by Government as being a vindication of the policy in which they initiated sometime ago.

The motion was put to the vote of the House and was carried *nem con.*

Motions Nos. 594 to 603.

The following motions were not moved:

MR. A. K. KUMARAN VAIDYAN:
594 To reduce the allotment of Rs. 1,20,000 for Establishment by Re. 1.

MR. P. V. MATHAI CHEMPARATHY:
595. To reduce the allotment of Rs. 1,20,000 for Establishment by Re. 1.

MR. C. JABAMONY NADAR:
596. To reduce the allotment of Rs. 1,24,000 for Co-operating Expenses by Re. 1.

MR. S. KRISHNA AIYAR:
597. To reduce the allotment of Rs. 10,06,250 for 2. Working Expenses by Re. 1.

MR. KOTTALIL P. ABRAHAM:
598. To reduce the allotment of Rs 1,06,250 for Working Expenses by Re. 1.

MR. A. K. KUMARAN VAIDYAN:
599. To reduce the allotment of Rs. 10,06,250 for working expenses by Re. 1.

MR. P. S. MUMAMED:
600. To reduce the allotment of Rs. 10,20,265 for working expenses by Rs. 10.

MR. K. NARAYANAPERUMAL NADAR:
601. To reduce the total allotment of Rs. 11,81,250 under Demand XVI by Re. 1.

MR. K. NARAYANAPERUMAL NADAR:
602. To reduce the total allotment of Rs. 11,81,250 under Demand XVI by Re. 1.

MR. K. NARAYANAPERUMAL NADAR:
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The question that Government be granted a sum of Rs. 11,81,250 minus Re. 1 was put and carried. The grant was made.

DEMAND XVI—CO-OPERATIVE DEPARTMENT Rs. 1,02,144.

MR. M. RAMACHANDRA RAO: Sir, I beg to move for a grant not exceeding Rs. 1,02,144 under Demand XVII—Co-operative Department.

Motion No. 604.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I move to reduce the allotment of Rs. 3,080 for Registrar by Re. 1.

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